

WARNING: HIGH VOLTAGE! DISCONNECT THE BATTERY BEFORE INSTALLING OR SERVICING ANY IGNITION SYSTEMS COMPONENTS.
Failure to follow these instructions and the vehicle owners' handbook and shop manual could result in serious personal injury, death and or damage to property. This part is designed to be installed by a mechanic that is familiar with European automobiles and safety standards.

Plug and Play Installation

The interface harness simplifies installation by eliminating the need to splice distributor wires into the engine harness. You can easily install it by plugging in the distributor, ignition module, and car harness. The distributor comes preprogrammed with stock factory settings, ready for installation into the engine. Customizing settings such as RPM limit, mechanical advance timing, vacuum advance, and boost retard is straightforward using a free phone app.

For Turbo cars, a hose connection between the intake manifold and the distributor replaces the stock vacuum and turbo boost retard pot with a built-in programmable sensor. This kit includes the distributor and interface harness. The ignition module and coil are available separately or as a kit, which includes the module, coil, and distributor.



DOWNLOAD THE FREE APP

Search 123TUNE at the App store and download the TUNE+ App to your smartphone.

To view the programming tutorial go to www.123ignition.com/support/ or scan the QR code. The Tune+ App is available free from the App Store.



INSTALLATION INSTRUCTIONS

These instructions are for Porsche 911SC and US Turbo 930, CIS injected engines originally equipped with the six pin ignition module and counter clockwise rotation distributor. For Euro Turbo 930 engines originally equipped with the eight pin ignition module and clockwise rotation distributor, order the part number 930126 distributor. The Euro distributors will be marked with an arrow pointing left (clockwise) and the US right (counter clockwise) when viewed from the rotor end of the distributor.

1. Before initiating the installation process, it's essential to locate the accurate ignition timing specifications for your engine, as outlined in the factory engine manual. The family of Porsche 911SC and US Spec Turbo engines encompasses various engine configurations, so it's crucial to select the appropriate specifications for your specific car. Additionally, you'll need to download and install the Tune+ App on your phone, watch the programming tutorial, and carefully read the instructions to acquaint yourself with using the App. If you're installing this distributor on a Turbo engine, refer to the Turbo Boost Retard Settings section on page 7.

CAUTION: Setting the distributor to drastically incorrect timing specifications for the engine can result in severe damage to the engine. Perma-Tune accepts no liability for any engine damage incurred.

CAUTION: For turbo engines, failure to set the MAP curve specifically for Turbo engines may result in severe damage to the engine. Perma-Tune accepts no liability for any engine damage incurred.

2. Unplug the ignition module from the harness. Mark the distributor cap terminal that is connected to cylinder #1 and make a corresponding mark on the distributor housing, then remove the distributor cap from the distributor. Rotate the engine to TDC Cylinder 1 on the compression stroke of the piston and note the position of the rotor when the crankshaft TDC timing mark aligns with the timing pointer. The rotor should be pointing directly at the distributor cap cylinder #1 spark plug wire terminal mark that you made which should correspond to a scribe mark on the distributor housing rim indicating cylinder #1. If the rotor is not pointing at #1, continue

rotating the crankshaft until the crankshaft TDC mark again aligns with the timing pointer with the rotor pointing to cylinder #1 terminal of the distributor cap.

WARNING: Failure to disconnect the ignition module from the harness may cause serious personal injury, death or damage to property.

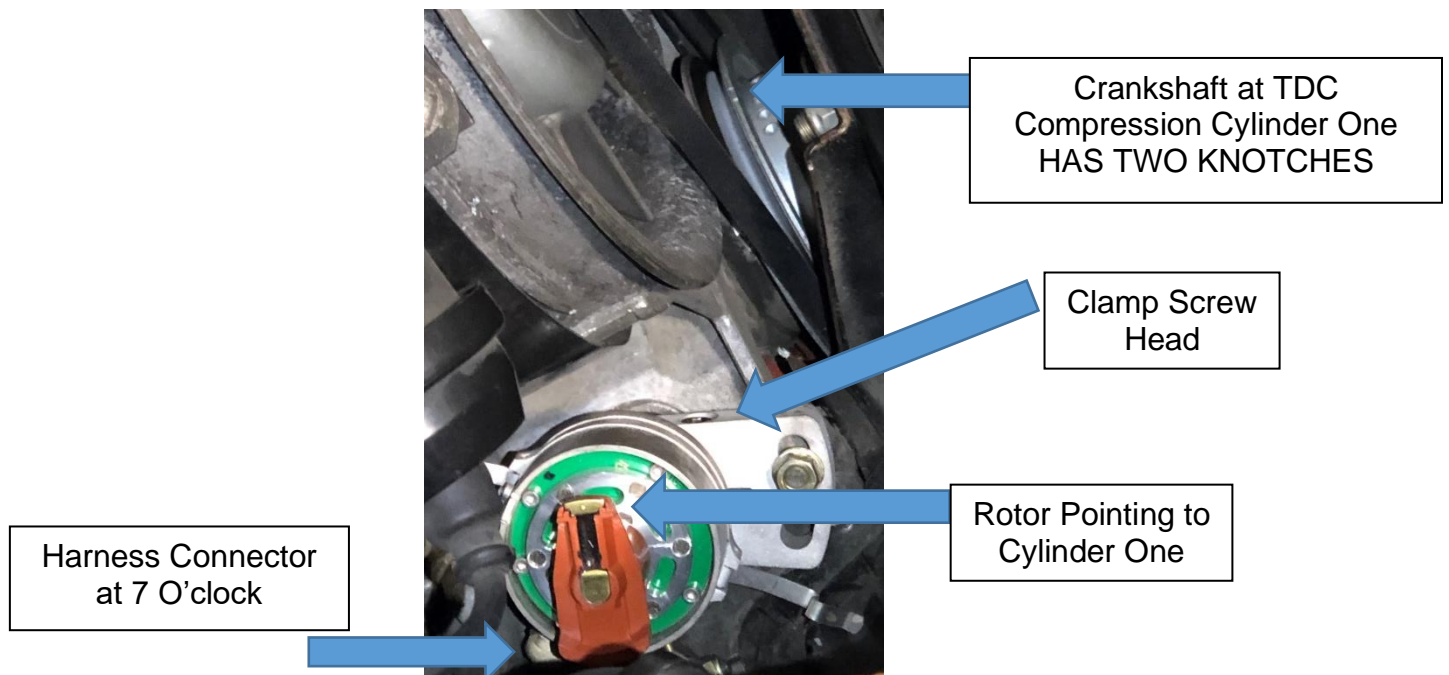
NOTE: On the 911SC and 911 Turbo US model, the distributor rotation will be counter clockwise (CCW).

3. Turn off the ignition key and disconnect the battery. Remove the old distributor from the engine. Tie back the green distributor signal wire, it is no longer used.

WARNING: Failure to disconnect the battery may cause serious personal injury, death and or damage to property.

NOTE: To prevent foreign objects from being accidentally dropped into the engine, block the hole with a shop rag.

4. Remove the distributor cap from the new distributor and place the new distributor into the engine block without engaging the drive gear. Position the hold down clamp, wire cable and hose nipple to a convenient location. Later in the procedure you will rotate the distributor housing clockwise (CW). Position the housing so that the wire cable and hose nipple so that there is room for the distributor housing to be rotated CW. The hold down clamp should be positioned against the distributor housing so that when the distributor is fully inserted into the engine and the engine hold down clamp stud is Approximately in the middle of the hold down clamp slot. The clamp should be installed onto the distributor with the Allen head screw facing inboard so that it can be tightened down later. Be sure the hold down clamp is firmly seated against the distributor housing. The wire harness connector will be at about the seven o'clock position. Refer to the picture.



CAUTION: Failure to seat the hold down clamp against the distributor housing may result in damage to the distributor and or crankshaft gear.

5. Disengage the distributor gear from the crankshaft and rotate the rotor in the distributor so that the rotor is pointing to slightly clockwise (CW) in the same direction of the old distributor when it

was removed, then push the distributor all the way into the engine block engaging the drive gear. The rotor on the new distributor should then be pointing to cylinder #1 of the new distributor cap. This cylinder position will probably be 180 Degrees from the cylinder #1 marking that is molded into the cap. If the distributor rotor is not pointing to the right position, repeat step 4 until it does. Install the hold down clamp nut and washers. The idle timing setting will be set by turning the distributor in the clamp and then the Allen head screw will be tightened.

NOTE: Failure to correctly engage the distributor to the crankshaft will result in a no start condition, premature wear of the distributor and rotor or poor engine performance.

6. Route the distributor wire harness to the ignition module keeping it away from the spark plug wires. Plug the six-pin male connector of the harness (this is the connector with the LEDs in it) into six pin female connector of the car harness. DO NOT plug in the ignition module yet. Block both the red and black hoses that were attached to the old distributor. Remove the distributor cap and rotor.

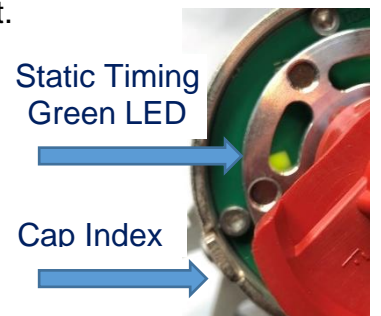
WARNING: Connecting the module before proceeding with the rest of the installation will result in the ignition coil becoming live during the next step which could result in serious personal injury, death and or damage to property.

7. Reconnect the battery and turn on the ignition power. The blue LED in the distributor Bluetooth window should light up. The blue LED on the distributor harness connector that plugs into the car harness should light up indicating that the distributor has power. Open the Tune+ App on your phone and connect the phone to the distributor using Bluetooth as demonstrated in the App tutorial. The default PIN is 1 2 3 4. When the App has successfully connected to the distributor, the blue light in the distributor Bluetooth window will go out.
8. There is a green LED on the circuit board mounted underneath the magnet rotor that is visible through the slots in the magnet rotor. It is located on the circuit board to the left of the cap indexing slide. This LED will light up indicating when the ignition module will make a spark. Rotate the distributor body CW until the green LED lights up and no farther.

NOTE: Rotating the distributor body the wrong way will cause the static timing to be wrong and the car will not start.

9. TURN OFF THE IGNITION SWITCH.

WARNING: Failure to turn off the ignition switch before proceeding to the next step may cause serious personal injury, death or damage to property.



Install the rotor and distributor cap that were provided with the Perma-Tune distributor. The cap index on the distributor can be adjusted for a black or red distributor cap. Refer to the picture. Use a 2.5 mm Allen wrench to loosen the retaining bolt. Slide the tab up for a red cap and down for a black cap, then tighten the bolt. Transfer the spark plug wires from the old distributor cap to the new distributor cap in the correct firing order. Be sure to observe the new cylinder number one position of the cap from step 5. Plug the distributor harness into the ignition module. Connect a timing light to the engine. Clear the engine bay of tools or any foreign objects and keep yourself away from moving parts.

WARNING: Failure to clear the engine bay of tools, foreign objects and or body parts may result in personal injury, death and or damage to property.

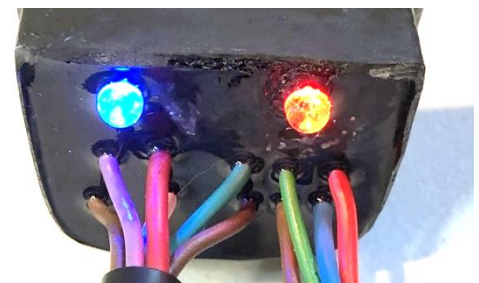
10. Connect the battery and turn the ignition switch to the run position. If your car is equipped with a Perma-Tune Gen 6 Premium ignition module, the blue LED should illuminate and the blue LED on the distributor should illuminate. Connect your phone to the App and switch to the Dashboard screen, pictured. The red light on the bottom left side of the App Dashboard screen should turn green, the Voltmeter should show battery Voltage and the Temperature gauge should show ambient temperature. Switch the App to the Curves screen. Note the Degrees Crankshaft at the idle RPM of your engine. If the Degrees Crankshaft value at idle is not already set to zero, set it to zero. You may return to the original value after completing the dynamic timing in the next step.

NOTE: The Bluetooth default PIN is 1 2 3 4. We recommend that you customize your PIN in the “Immobilizer” section of the Settings page of the App.

11. Start the engine and note the blue power indicator and flashing red strobe LED of the ignition distributor connector as the starter is engaged. While the starter is turning, the red LED should flash with each spark generated by the ignition module. When the engine is idling, the LED will appear to glow dimly and get brighter as the engine RPM increases. While the engine is running, there should be no fluttering, flashes or interruptions visible in the red LED. Check the engine timing using an engine timing light, the timing should be within 5 degrees of TDC. Remaining clear of moving parts, adjust the engine timing to zero TDC by turning the distributor body while viewing the TDC pulley mark. The App Degrees Crankshaft curve values will now be the same as what the timing light shows. Turn off the ignition switch and disconnect the battery. Tighten the clamp bolt on the distributor hold down clamp and connect the black manifold vacuum hose to the distributor MAP sensor hose connection. If there is a vacuum valve or switch in the hose between the manifold and the distributor, it can be bypassed.

WARNING: Failure to stay clear of moving parts may result in personal injury, death and or damage to property.

Cap Index Slide for changing between Brown and Black Cap.

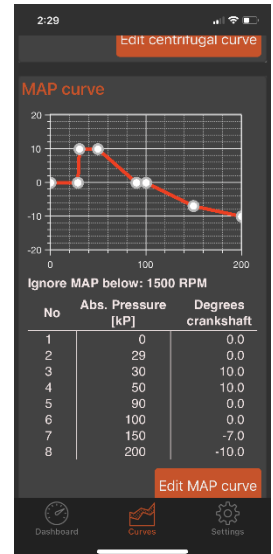


WARNING: Failure to turn off the ignition switch and disconnect the battery may cause serious personal injury, death and or damage to property.

CAUTION: Failure to adjust the distributor timing to zero by turning the distributor housing will result in the App timing to be inaccurate which may lead to engine damage.

NOTE: If you are using the Bosch ignition module, the distributor connector red LED will illuminate dimly when the key power is on and then be bright when the engine starts. As the engine RPM increases, the red LED will appear to be dimmer.

12. Connect the battery and turn the ignition switch to the run position. Open the App to the Curves screen. You may return the idle RPM Degrees Crankshaft value back to the value that you noted in step 10 or you may want to program the distributor with the factory recommended timing curves for your engine or you may want to make your own curves. If you want to use the factory manual curves and the manual calls for setting the idle timing to a value something other than zero degrees with the vacuum hose disconnected and blocked, add that value to the mechanical curve figures in the App in crankshaft degrees. If your engine had a vacuum retard function, this function is now automatic and can be controlled using the "Ignore MAP below:" function of the MAP curve page. The vacuum connection to the MAP sensor can be used to compensate the mechanical curve values for load or can be set to the factory manual values. If you do not want to use the MAP sensor, plug the vacuum hose but do not block the MAP sensor nipple. If you wish to set the static timing to a value after top dead center, use the "Static advance" function of the Edit Centrifugal curve page of the App. Keep in mind that any value entered in the Static advance window will shift the entire centrifugal curve by that amount and will not be reflected on the Mechanical curve. When using the Static advance function, verify the actual crankshaft timing with a dial back timing light.



If you do not want to use the MAP sensor, plug the vacuum hose but do not block the MAP sensor nipple. If you wish to set the static timing to a value after top dead center, use the "Static advance" function of the Edit Centrifugal curve page of the App. Keep in mind that any value entered in the Static advance window will shift the entire centrifugal curve by that amount and will not be reflected on the Mechanical curve. When using the Static advance function, verify the actual crankshaft timing with a dial back timing light.

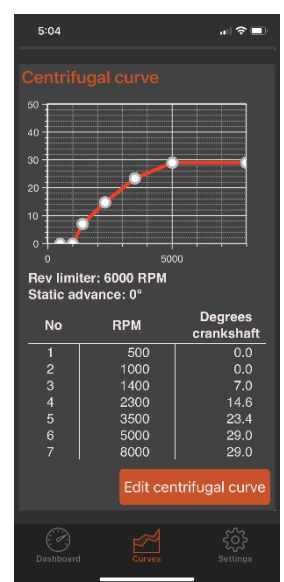
CAUTION: If you do not use the MAP sensor, plug only the manifold side of the hose, do not plug the MAP sensor hose nipple on the distributor. Plugging the MAP sensor will block the sensor from sensing atmospheric pressure and may cause incorrect ignition timing.

CAUTION: When using the static advance function, the actual ignition timing is offset by the value set in the Static advance window. The Centrifugal curve will not show changes made in the Static advance window.

NOTE: Do not change the mechanical idle advance value shown by the timing light by turning the distributor body or the App curves will no longer be accurate. Use the App to change the idle timing.

NOTE: The factory specifications may be given in degrees of distributor values and distributor RPM values. The App is calibrated for crankshaft degrees and crankshaft RPM values. You must double the distributor values to enter specifications into the App in crankshaft values.

NOTE: After entering data using the Write button, tap the "Read" button to verify that the data has been entered correctly.



13. Start the engine. Using your timing light RPM function, verify that the tachometer is reading correctly. Map the mechanical advance function using a dial back timing light and observe the red strobe LED on the ignition module. The strobe LED on the ignition module should never flicker while revving the engine, it will increase and decrease in intensity with changes in the engine RPM. The distributor timing functions should conform to the factory specifications for your car found in the factory engine manual. Do not adjust the idle setting by turning the distributor housing, use the mechanical timing function of the Tune+ App on your phone to attain the desired setting.

CAUTION: Do not change the idle timing by turning the distributor body or the App curves will no longer be accurate. Use the APP to change the idle timing.

14. Reconnect the battery and start the engine. At this point the car can be put on a chassis dyno to fine tune the engine ignition timing using the Tune+ App. If you are using the MAP function, the chart on the last page of these instructions converts engine manifold pressure, measured in kPa by the App, to engine gauge values. If you wish to tune the engine on the road, a driver and passenger capable of using the App are required. Start the engine and open the App to the Dashboard page. Tap the "Tune" button located between the electrical gauge and the temperature gauge. The tuning page should open. Tap the "Tuning" button to activate the controls. The X button closes the page and returns to the dashboard page. The RPM test range can be selected using the two RPM selection windows and set the green RPM range shown on the App tachometer. The – and + buttons adjust the mechanical timing by offsetting the entire curve, not just the timing in the green zone shown on the App tachometer. Each time the – or + buttons are tapped the timing changes in the – or + direction one degree. Each time the engine is accelerated through the green range, the elapsed time will be displayed below the RPM range windows. Using the – and + buttons, the engine timing can be adjusted as the engine is running to attain the fastest elapsed time. After tuning the engine for the selected RPM range, the changes must be Applied to the distributor permanently using the Edit Centrifugal Curve page of the App. Tuning and then updating the Mechanical curve page one RPM range at a time will allow you to eventually fine tune the entire engine RPM range.



WARNING: Using the App while driving is illegal may result in injury, death and or damage to property.

NOTE: The Tune function page will not open unless the engine is running.

NOTE: Changes made using the – and + buttons offset the entire curve by the amount selected, not just the green RPM range selected using the RPM windows.

NOTE: Changes made in the Tune page of the App are not automatically saved to the distributor and will be lost if the changes are not made using the Edit Centrifugal Curve page of the App.

USING THE REV LIMITER

The distributor Rev Limiter is a type of limiter designed to control engine RPM. It operates as a soft limiter, functioning by interrupting every other spark once the engine reaches the RPM Limiter setting. This mechanism effectively restricts the engine RPM when the engine is under load but does not

impose limits when the engine is freewheeling without a load. However, it's important to note that relying solely on the Rev Limiter may not protect the engine if the driver shifts into neutral instead of the next gear and presses the gas pedal aggressively.

To disable the distributor App Rev Limiter, you can set it to 8,000 RPM. Disabling this limiter allows the engine to surpass 10,000 RPM. If you prefer to set the engine rev limiter to 8,000 RPM, you should input 7,990 RPM into the App.

All Perma-Tune Gen 5 and Gen 6 ignition modules come preset with a Rev Limiter setting of 8,000 RPM. Unlike the distributor App, the Perma-Tune Rev Limiter operates as a two-stage limiter. In the first stage, it interrupts every other spark until the RPM reaches 3% of the Rev Limiter setting. Above this threshold, all sparks are blocked. When the RPM drops below the 3% threshold, every other spark is enabled, and once the RPM falls below 8,000 RPM, all sparks are enabled. It's essential to note that the OE Bosch ignition module lacks a rev limiter entirely. The use of RPM limiting rotors is not recommended.

CAUTION: Using an RPM limiting rotor with the Perma-Tune distributor can lead to damage to both the distributor and the engine.

NOTE: Perma-Tune offers racing versions of all our modules designed to handle extreme race engine demands. For more details, please reach out to us directly.

TURBO BOOST RETARD SETTINGS

To configure the boost retard settings in the App, follow these steps:

1. Open the Curves screen and scroll down to the MAP Curve section.
2. Tap the "Edit MAP curve" button.
3. Select the degree window for the 200 kPa setting, and an entry screen will appear.
4. Enter a negative crankshaft degree value as indicated by the factory engine manual and tap "Done".
5. To save the data in the distributor, tap "Done" at the top of the screen.
6. Scroll up to the top of the screen and tap the "Write" button.

To add more points to the boost MAP curve:

1. Tap the "Edit MAP curve" button.
2. Then tap the "Add point" button, and the Add point screen will appear.
3. Enter the desired kPa number and enter zero for the Degrees, then tap the Add button.
4. Select the degree window for the entered kPa number, and the entry screen will appear.
5. Enter a negative crankshaft degree value as indicated by the factory engine manual and tap "Done".
6. To save the data in the distributor, tap "Done" at the top of the screen.
7. Scroll up to the top of the screen and tap the "Write" button.

CAUTION: If you're uncertain about the correct maximum boost retard setting, it's advisable to begin with a conservative value and adjust as necessary. A possible initial retard value at full boost is -10 degrees crankshaft angle. Entering too small or too large a retard value may lead to severe engine damage. Perma-Tune accepts no liability for any engine damage incurred.

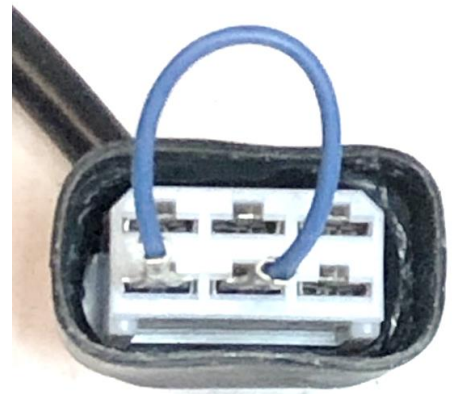
NOTE: The App reads in crankshaft degrees. If the factory engine manual specifications are given in distributor degrees, you must convert the specifications to crankshaft degrees to enter them into the App.

NOTE: After entering data using the Write button, tap the "Read" button to verify that the data has been entered correctly.

Bluetooth PIN and Reboot Function

If you have forgotten the password you set for securing access to your Perma-Tune distributor, the password can be reset using this procedure. If your Perma-Tune Bluetooth LED will no longer illuminate and pair to your phone, this procedure will reboot the distributor and restore Bluetooth functionality.

1. If you have not already done so, save your curves in the App. Then close the App so that the Bluetooth is not connected to your phone. If the App is active, the distributor reboot cannot be performed.
2. Turn OFF the ignition key.
3. Disconnect the distributor harness connector from the ignition module. Jumper pins 5 and 6 as shown in the picture.
4. Turn ON the ignition key. The blue LED on the side of the distributor will begin to flash after about 10 seconds or so.
5. After about 30 seconds, the blue LED will stay on indicating that the reboot procedure is complete.
6. Turn OFF the ignition key, remove the jumper and plug the connector back into the ignition module.
7. Turn ON the ignition key. Now the PIN code is reset to the default 1 2 3 4 and the distributor Bluetooth has been rebooted and is ready to function normally.
8. Open the App and verify that your curves are still saved in the distributor. If not, reprogram the distributor with the curves that you saved in step 1.



The conversion chart below is used for converting gauge values to absolute manifold pressure in kPa values used by the App.

Conversion Chart Key

- kPa = kilo Pascal, Absolute
- “HG = Gauge Vacuum
- cmHG = Gauge Vacuum
- “HG A = inches Mercury, Absolute
- PSIA = Pounds per Square Inch, Absolute
- PSIG = Pounds per Square Inch Gauge pressure
- kg/cm2 = Pressure
- Bar A = Absolute Bar Pressure
- Bar Boost = Gauge Pressure

kPa	“ HGk	cmHG	“HG A	PSIA	PSIG	kg/cm2	Bar A	Bar Boost
10	26.58	67.5	2.953	1.45				
20	23.62	60.0	5.90	2.9				
30	20.67	52.5	8.86	4.22				
40	17.72	45.0	11.81	5.8				
50	14.77	37.5	14.76	7.25				
60	11.81	30.0	17.72	8.7				
70	8.85	22.5	20.67	10.15				
80	5.9	15.0	23.62	11.6				
90	2.95	7.36	26.58	13.4				
100	Zero	Zero	29.53	14.5	Zero	Zero	1	Zero
110			32.48	15.95	1.45	.1	1.1	.1
120			35.44	17.4	2.9	.2	1.2	.2
130			38.39	18.85	4.35	.3	1.3	.3
140			41.34	20.3	5.8	.4	1.4	.4
150			44.29	21.75	7.25	.5	1.5	.5
160			47.25	23.2	8.70	.6	1.6	.6
170			50.20	24.65	10.15	.7	1.7	.7
180			53.15	26.1	11.6	.8	1.8	.8
190			26.10	27.55	13.05	.9	1.9	.9
200			59.06	29.00	14.5	1.0	2	1